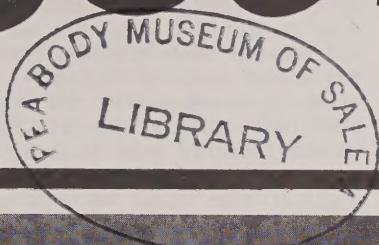


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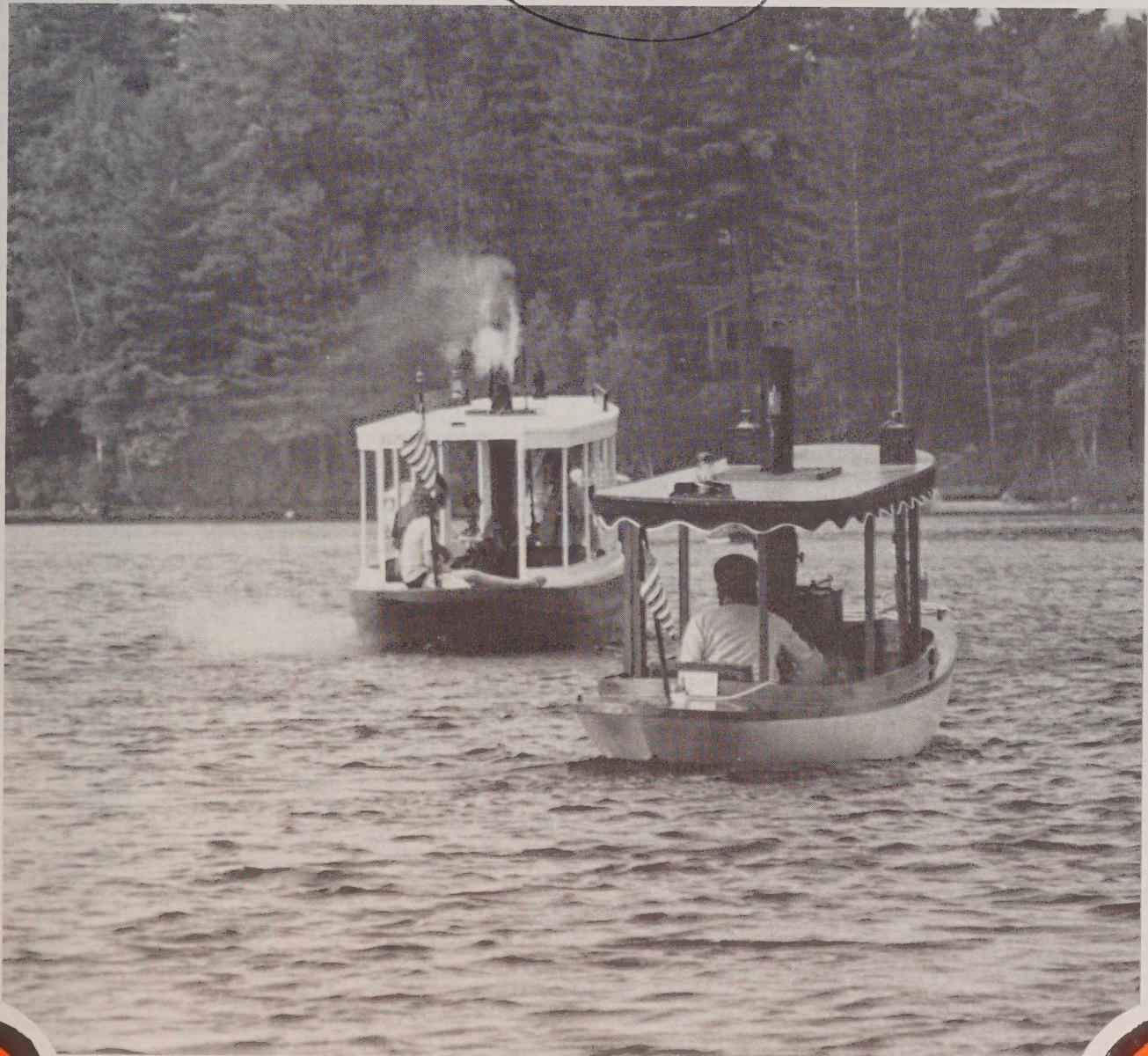


messing about in **BOATS**

Volume 3 ~ Number 11



October 15, 1985





Commentary

messing about in BOATS

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Our Next Issue...

Will include a look at a couple of small rowing/sailing boats, Pete Sylvia's Classic Charm peapod and Dan Marcus' Ozark Johnboat; a report on the Maine Maritime Museum's first nautical auction; the Antique & Classic boat rendezvous at Lake George; sailing impressions of the Pert Lowell built FLEET-O-WING designed in 1938; coverage of the Mighty Merrimack River Race; also commentary on last summer's Pawcatuck River Race; the return of Tom McGrath's Townie adventures; the beginning of a winter long serialization of a 1901 adventure enjoyed by two youths sailing a skiff for a week around Narragansett Bay. It may not all fit.

On the Cover...

Steamboats gathered on Lake Winnipesaukee, NH in early September for an annual outing from Lees Mills, and we spent a day enjoying all the pleasures of this way of messing about in boats, full coverage in this issue.

2



READING SOMEONE ELSE'S COPY OF MESSING ABOUT IN BOATS?

Why not subscribe yourself and get all the news and ads while they're fresh?

**BOB
HICKS**

I saw the artwork at the head of this column in another publication to which I subscribe and I can tell you it made me feel much better about what is happening to me here. I wondered if the way that MESSING ABOUT IN BOATS gets handed around was unique, but I see now it is not. While I am delighted that those of you reading this who are subscribers want to pass along your copy to friends to read, I also have to think about the lost revenues represented.

This wistful yearning for more subscriptions from those who already see the magazine and apparently enjoy it is prompted by hard core economics. The more copies of an issue that are SOLD, the lower the per copy cost to me and thus the more chance of getting this small venture solidly into the black and making it an economic reality as a living rather than as an income producing hobby. It is very pleasing to know that we get around, one reader even spotted a copy on an Australian Tourist Board TV advertisement, I have no idea how it ever got there, but there it was. I often hear from people wanting to know if a certain back issue is available, no they do not subscribe, but that issue had something of direct interest to them in it, and they saw it in a friend's copy. The response some of our advertisers are getting to their ads indicates that a lot more than 2,000 people are reading us. Most magazines claim x number of readers of each issue (like 3.2, etc.). I haven't a clue how many read us. It appears to be a lot.

So, to get back to the artwork heading this page. This column is, so far, a pitch for those of you now reading us who are not subscribers, to give us a boost, send us the \$15 for your own subscription. If you enjoy it enough to read another's copy, invest the money in your own. I'd like to have 3,000 paid readers, that's not many by real magazine standards, but it would surely be a big help here in meeting the bills incurred in getting MESSING ABOUT IN BOATS out every couple of weeks.

So much for that. You will by now have noticed the new look of the type if you are a regular reader. Those knowledgeable in such matters will immediately know that Hicks now has a word processor. Yes, sort of. My daughter, who runs her own typing business, and I went in on one together. After just 20 years I can now retire my 1965 Friden Justwriters, the then state-of-the-art typesetting machines I purchased new that year for my earlier publishing ventures. Since they still worked, albeit a bit shakily, I hung onto them in the face of the financial constraints this sort of small time publishing places upon one. But now, with daughter's help, a new and hopefully easier to read type. The computer is not yet easier to use for me, it's quieter, and not as finicky, but I'm still learning how to make it do what I want.

One other change in this issue. I grouped some of the ads into a sort of directory arrangement to see how it is received by readers and advertisers. The idea was to put all the ads in one place for similar products or services, like those yellow pages. With winter coming on and building/rebuilding/restoring in mind for many, it seemed useful to organize the ads for products and services necessary to this task under one overall umbrella heading, BOATBUILDING DIRECTORY, on pages 20 & 21 this issue. Plans, materials, kits, builders and gear are organized for handy reference. Let me know how you like it if you feel so moved. It's not set in cement.

We'll be headed indoors for many winter articles, but I am happy to be soon commencing a winter long serialization of an old 1901 book about the adventures of two youths sailing a skiff around Narragansett Bay that long ago summer, not a modern day nostalgia book, but one written in that time and place, that captures through an eye contemporary to that time, what it was like to mess around in boats. I loved the book, I hope you will too.

Steam's up at Lees Mills

Report & Photos by Bob Hicks

By 9 a.m. on Sunday morning, September 8th, steam was up and the boats were out on the water at Lee's Mills, a secluded cove in the very northeasternmost corner of New Hampshire's Lake Winnipesaukee. It was the annual fall gathering here of New England area steamboat people, and the 20 plus boats on hand added up to the most ever, according to one regular. Early morning mists had only just burned off in the crisp clear air and now it was the smoke from all those fires burning under the boilers that just lightly tinged the air, with the occasional burst of steam from a whistle sounding. As always here, no formal program was planned, it was just free form steaming, talking, and visiting.

The steamboaters have to be just about the most hospitable of all the boat people I've come to know, almost to a man (and they are all men) they will invite the interested stranger aboard for a ride. Indicative of this, by midday on Sunday, George Reitze's WAHKEENA was showing signs of traffic. When I asked George what the finish was on the beautifully done teak planked interior, he responded, "Mostly sand." Lee's Mills is a sandy beach and dock area. But George wasn't complaining, when I had inquired into how much of the work he had done on his Elliott Bay fiberglass hulled craft, I was instantly invited on board and soon Jane and I were enjoying a ride, about the last of the weekend for George as he was looking at a 200 mile trip home to Connecticut. And so it went, any of the boats capable of carrying passengers were doing so.

Mid-morning the group sort of assembled for a tour around several bays adjacent to the gathering place, about 15 boats steamed away, each pretty much full up with passengers. A pleasing scene, the wooded hilly shores forming a backdrop for the mostly traditional old-timey launches and the clouds of smoke and steam they produced. And progress was quiet, steamboats are quiet. Unless the whistles get

blowing.

Steam attracts men with an interest in machinery, the main thrust of all this is the fascination with the steam engines. In most cases the boat is a secondary interest, it does provide the means for using the steam to get about. Much steam activity is focussed on stationary engines running various devices, or on model engines, or even on scale model steam locomotives large enough to carry the builder/engineer along astride as a passenger. But it is the boats that provide the greatest opportunity to exercise one's interest in steam power. This is not to say that these steam addicts are uninformed or disinterested in the nature of their craft, but rather that most of the attention is directed to operating the engine, with one eye cast on the water for upcoming needed changes in course direction.

Amongst nearly two dozen boats there was no duplication, another aspect of this form of messin' about in boats I find charming. The variety was considerable, mostly traditional launch hulls, most of these with canopy tops. But, some more modern concepts were on hand, three aluminum hulled craft, one a converted canoe, another a duckboat and the third a large 24 footer built as a "practice" boat for an even larger 45 footer contemplated for later on. And there was a big, boxy steel hulled boat, welded up rather crudely but nevertheless quite functional, even with room up forward for the pile of wood complete with chopping block and axe. One of Jim Thayer's fiberglass Whitehall hulls was fitted out for steam power, and a low freeboard wooden outboard runabout hull likewise sported steam power. Imagination knows no limit for these steam power people.

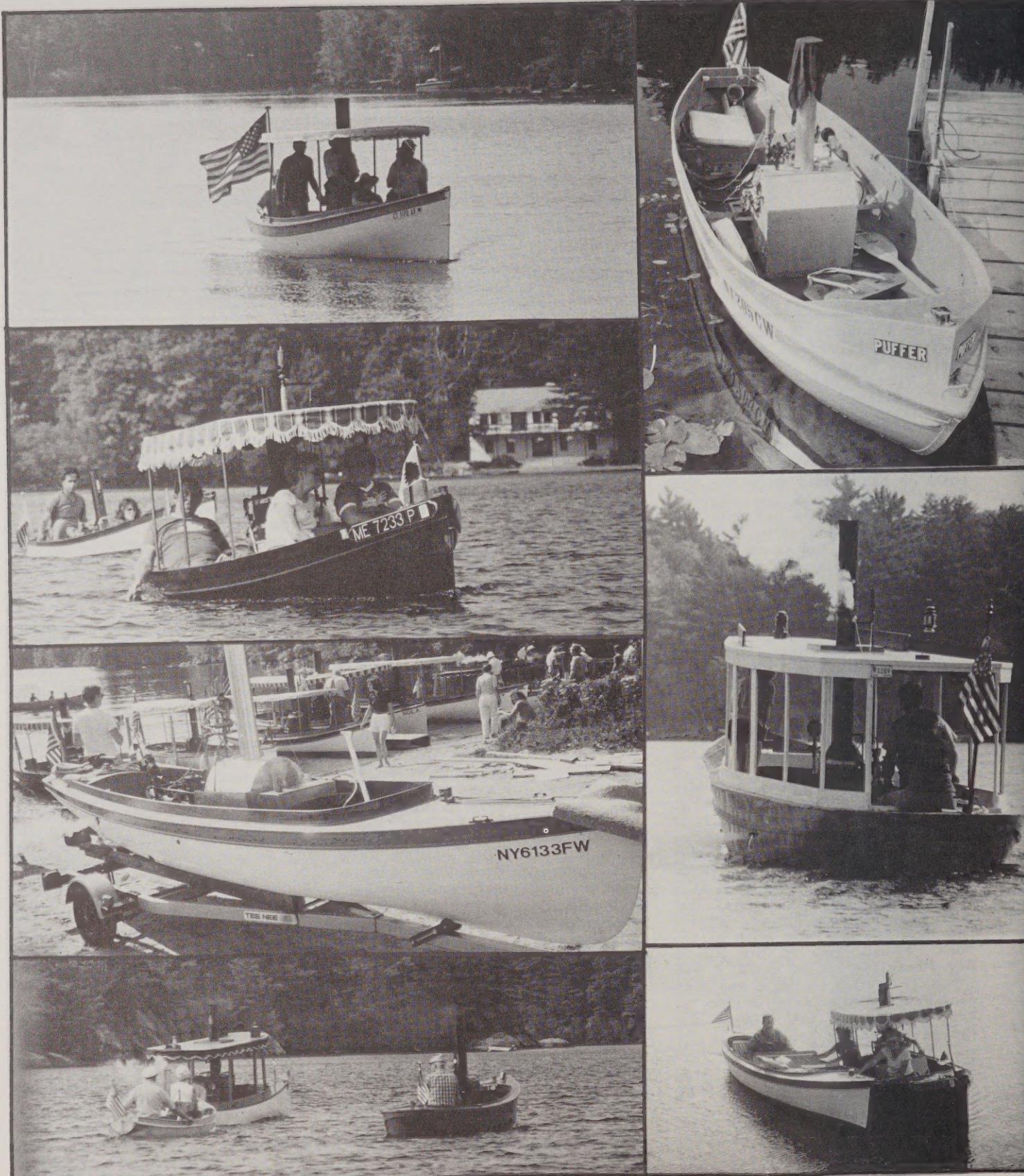
The same applies to the engines. Some sport resurrected old engines from bygone days. Some have modern day commercially available engines. Some have engines built at home from casting kits, or even scratch built. An enduring allure of the steam engine

is that it does lend itself to being built by a capable machinist in a well equipped home workshop. Along with the engines go the boilers and attendant fireboxes. Some are water tube boilers in which the water circulates within tubes inside the firebox. Others are fire tube type where the water is in a tank through which a number of tubes run vertically for the hot gasses from the fire down below to rise up through. Fuel ranges from propane gas to wood, coal is usually bagged in small brown paper bags of a size that can be just chucked into the firebox. Wood fuel ranged from scrap lumber through firewood logs from the tree to nicely turned 3" diameter dowel stock obtained from some woodworking mill.

So you can see in this superficial overview there is plenty to do with a steamboat. The nature of the power requires constant attention to numerous valves, guages, water tanks, and fire level. And watching where the boat is going! Also seemingly implicit in it all is the planning ahead for some improvement or modification for next year, an unending occupation that requires one to be a thermodynamics expert, a boat builder or restorer or at minimum maintainer and a mechanic/machinist. The result is such a unique experience, out on the lake travelling at 6 knots with just the quiet clicking of the various connecting rods of the engine and the quiet hiss of steam from time to time. And the hoot of the whistle so fondly tooted in greeting to a passing fellow steamer. Fascinating game, but I gotta stay away from this, too much to do already...

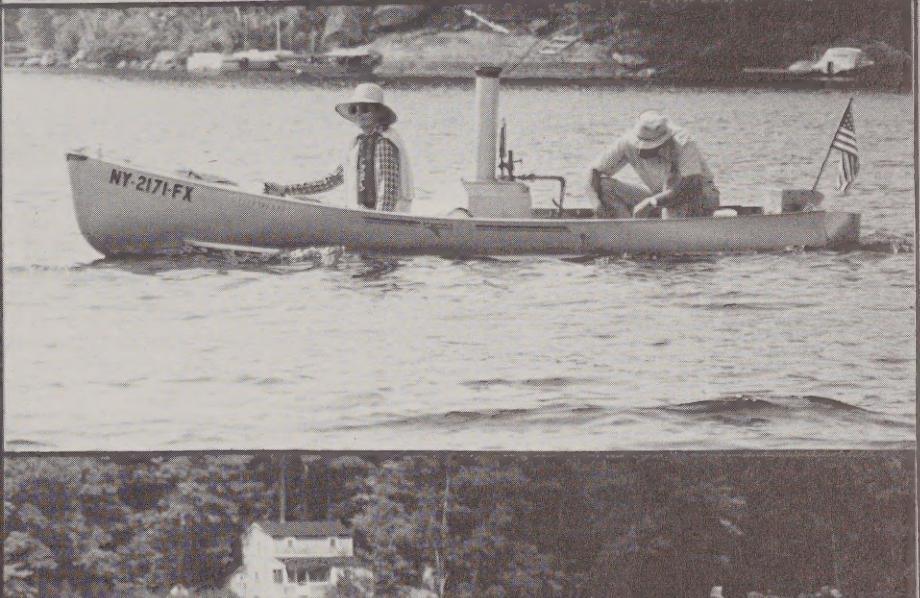
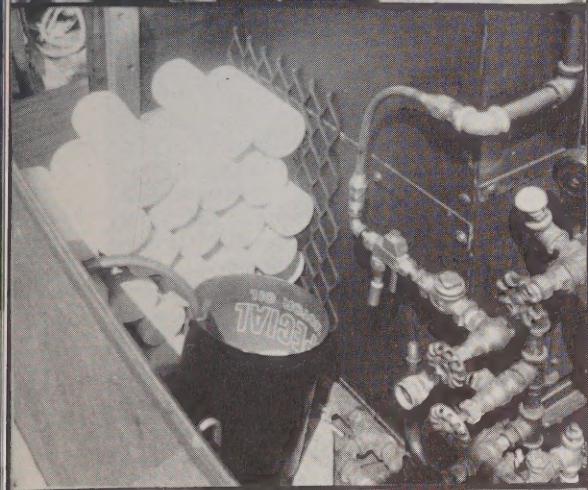
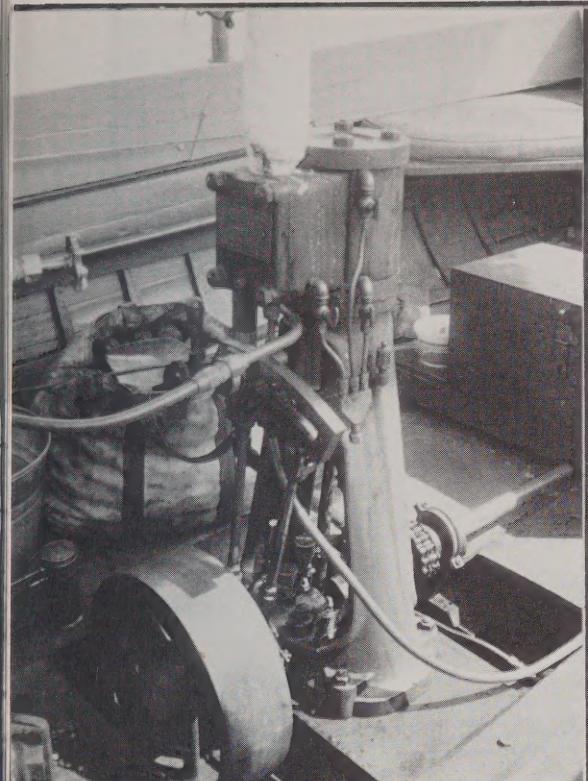
And how about the names? I love them. Look this list over: THE EVERE, NOLA, CALLIOPE, HEIDI-LYNN, WAHKEENA, PANTALEET, CAPTAIN JAMES MC AVERY, SL TINKERTOY, PUFFER, ROBERT V., COW ISLAND BELLE, YORK, DULCINEA, GLIDE, ROSLEALLNUIT, RIVER QUEEN, SLOOP JOHN B., OSPREY, HELENA D., GEMINI II, LISA ANN.





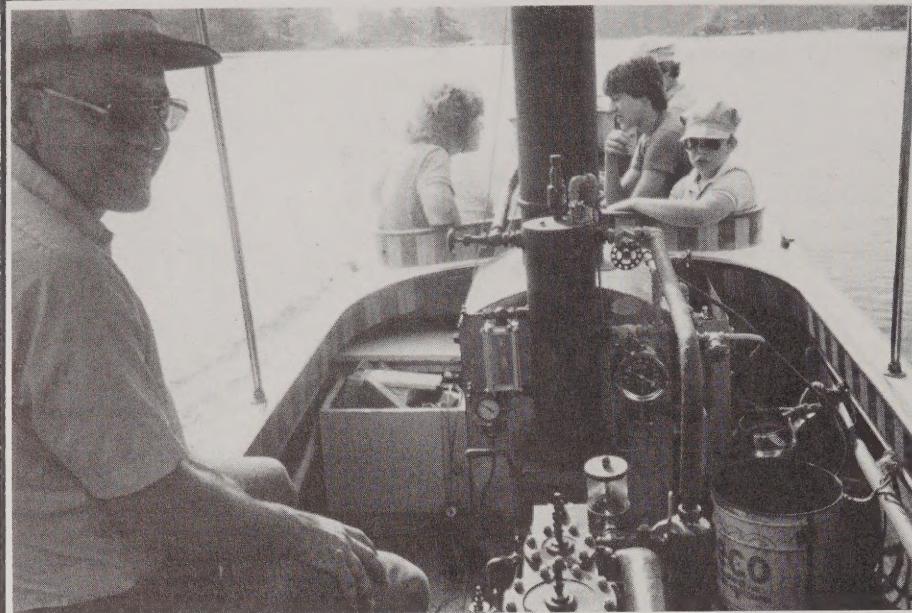
Left from top: Steamboating is a very social activity. There are six aboard the top boat, four in the second, while in the bottom photo three boats get together and have a visit. The boat in the third photo is Carl Kriegeskotte's modified Thayer Whitehall.

Right from top: PUFFER was built by Walt Kleinfelder from an aluminum duckboat, note added freeboard. It was the smallest on hand. Ken Forst's HEIDI LYNN is a big welded steel hulled boat with plenty of standing headroom. Henry Villard had his just purchased old inboard motor launch on hand with non-working motor, he got a tow around the lake by Bill Downey's ROBERT V.



Left from top: Big old one cylinder power in HEIDI LYNN. Neatly cut dowel ends provide fuel in this photo, while bottom shows the fuel supply in HEIDI LYNN, complete with chopping block and axe.

Right from top: Puffing along in quiet splendor. S.L. TINKERTOY is Ray Hasbrouck's creation, a modified aluminum canoe (square sterned) made a rather easily moved hull. Peter Quinn's GLIDE is a very fast boat, here the steam power has been fitted into an older outboard runabout hull. Dave Thompson's YORK was biggest boat in the fleet at 45', Dave is local steamboat character at Lees Mills.



Roland Did It All

Report & Photos by Bob Hicks

On the bow of the 26 foot LISA ANN fluttered the familiar WOODEN BOAT magazine symbol on a brown burgee. Owner Roland Evans explained that it had been a present for his craft from his wife. "I got very involved in wooden boats building this boat for my steam engine," he went on, "and now I find I'm interested in classic wooden boats".

Roland got very involved for sure. His big steam launch is all his, he built the whole thing, boat, engine, boiler, canopy, propeller. Well, maybe not everything, the two tapered ceramic vases holding flowers on the polished brass poles that hold the canopy were made for him by a friend to fit the cast brass holders he did make.

Roland isn't a boatbuilder, this is the second boat he has built, the first was a simple flat bottom skiff a dozen years ago for fishing. Roland isn't a machinist, but when he got interested in steam he decided he'd better be able to do his own machine work in view of the cost of having custom parts made up in a commercial machine shop, so that began the outfitting of his basement shop. Roland is an electrician. Well, not much for an electrician to do on a steamboat, but he did fit digital knotmeter and rpm guage, the latter requiring the machining of a special brass collar for the drive shaft to carry the magnetic senders and re-calibration of the purchased meter. So, maybe a bit of electrical work.

The 26 foot hull is strip built from lines Roland developed out of an old book. The lines were drawn up by one R. Eckart in 1869 at the Mare Island Naval Shipyard. They were in a book, so Roland enlarged them enough on a copy machine to then take off offsets. From these he made up a half hull to scale and

refined that before then using it to loft his full size boat. The exterior of LISA ANN is often taken to be fiberglass, the finish is so smooth, no humps and hollows in this first ever strip built hull for Roland. The planking is 1" longleaf yellow pine.

The engine is a two cylinder compound, this means that the high pressure steam (125/150 psi) exhausts from the primary cylinder with still some energy left so it runs through a low pressure cylinder for additional push. Roland bought the cylinder castings but then sort of took off from there building his own version of the rest, shortening the connecting rods to lower the engine height, redesigning the engine bed to sit lower in the hull, etc. All the mechanical bits that add up to a steam engine are nicely finished off, the main valve control lever, for example, a monel fabrication with walnut handle fitted. It is a very quiet engine, truly analogous to a "sewing machine".

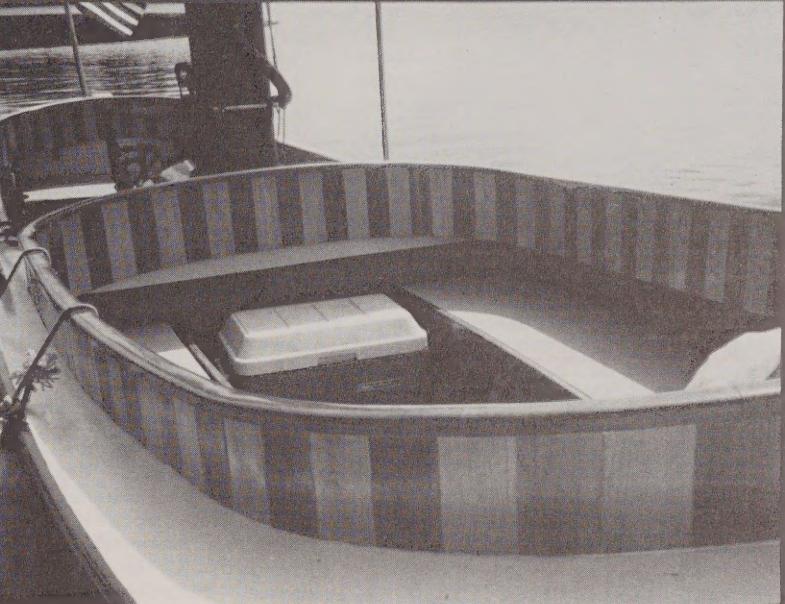
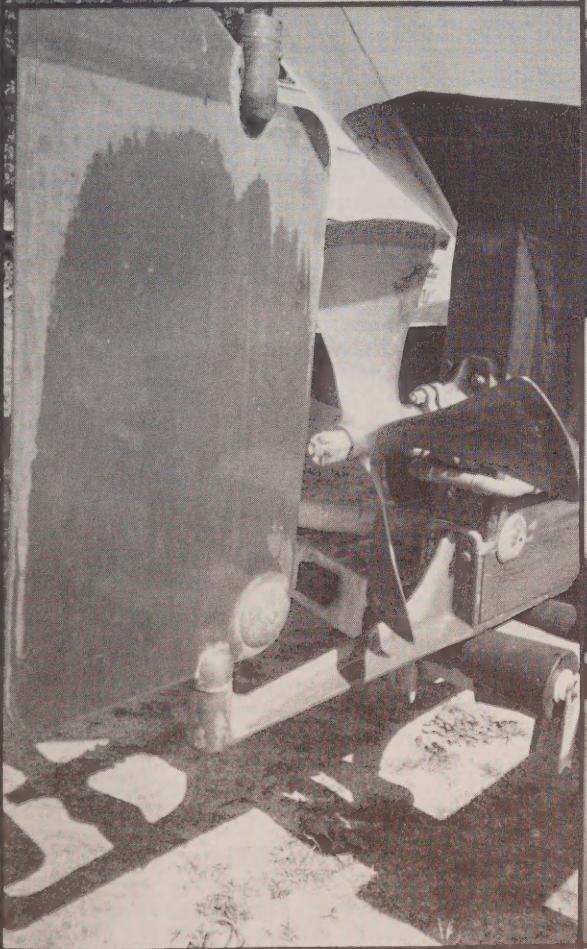
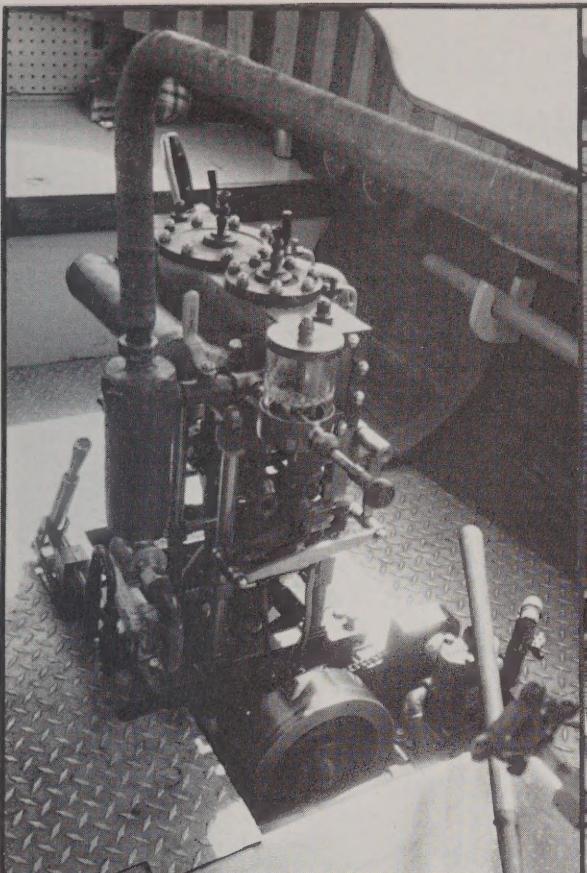
Roland built the boiler too, why not! It holds 4 gallons of water, operates at 125/150 psi, although it still runs the engine at much lower pressures. This is a closed system in which the water is heated to steam, runs through the engine as steam, travels through condenser pipes outside the hull below the waterline where it condenses back to water, thence to a hotwell where the oil it picks up is floated off the top, and then back into the boiler again. So you don't see much steam escaping underway, mostly from the whistle.

The big four bladed prop of bronze was something. Roland made up a pattern for the hub and one blade as he understood the foundry could use the single blade pattern for four blades by doing four sepa-

rate placements into the molding sand. Not true, so Roland cast up four aluminum blades and then fit them to his hub pattern for a final four blade pattern. No such thing as too much trouble.

This is how it went, Roland took three years to build the boat, launching it in 1981. What a superb craft. It has more than enough power to drive the long hull at hull speed, 6 knots is achieved with relatively low pressure and rpm in calm conditions. But when it's rougher out, Roland still has lots of reserve. He steams in Mt. Hope Bay often, off Narragansett Bay, and says he has towed in several broken down powerboats in rough conditions. "Sort of a unique experience to be rescued by a steamboat," he says with a grin. The accommodations are adequate for a half dozen people with the aft cockpit devoted to powerplant and crew, the forward cockpit for passengers. The boat burns solid fuel, on our visit Roland was burning kindling wood, scraps of building material, and was keeping a fairly low fire going. On the group tour it was necessary from time to time to do a 360 degree turn to avoid overhauling the smaller, slower boats, even at minimal throttle setting.

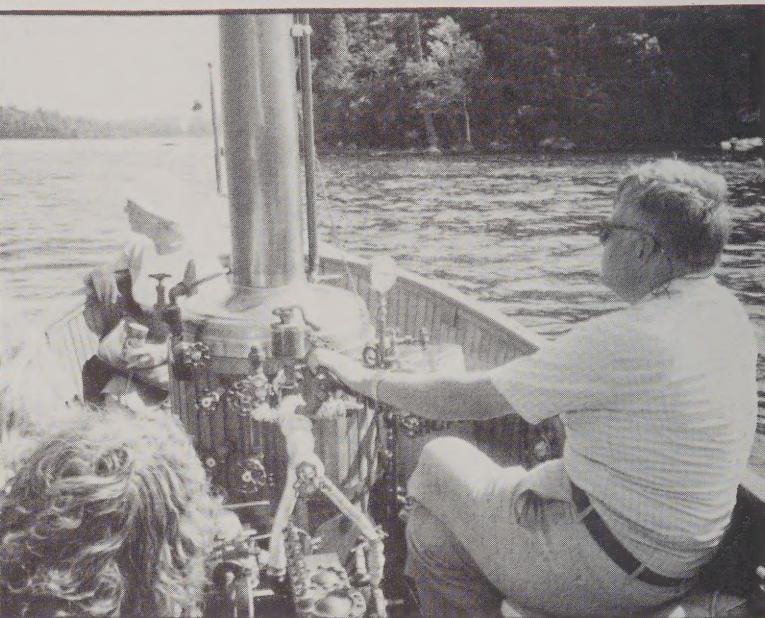
Well, I was truly impressed. The wooden boat is very well built and nicely finished off in detail. All that machinery looks factory built. The boiler is a very compact neatly done assembly. All the bits of gear each showed great attention to detail finish. And it gets used. Roland trailers to all the steamboat meets each summer, as far away as the Great Lakes and Canada. All this and still he finds time to work for a living!



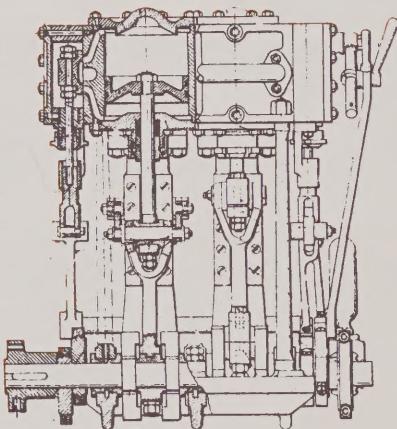
Left from top: Roland built it all, bought only the rough casting for the cylinders. Four bladed prop and big bronze rudder were cast from patterns Roland made up. Right from top: At 26 feet, LISA ANN is roomy yet has elegant long narrow hull. Joiner work on cockpit is topped off by traditional awning with tapered flower vases.

Steam in a Kit

Report & Photos by Bob Hicks



The Elliott Bay hull is nicely made and has pleasing lines. George at controls, there are 17 valves in that array.



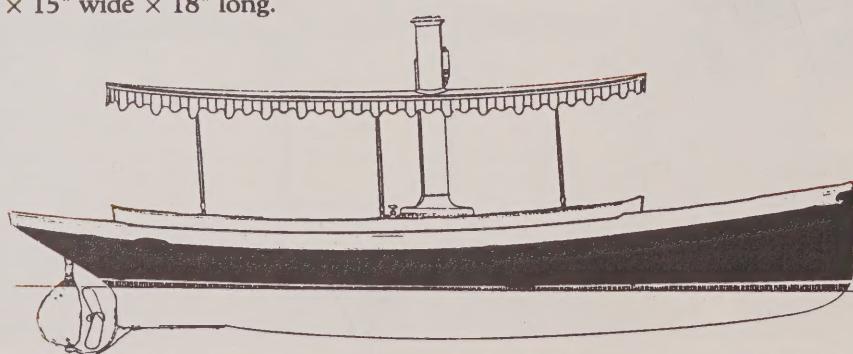
STUART TURNER No. 6
4 b.h.p. 2½" & 4" x 3"; 20" high
x 15" wide x 18" long.

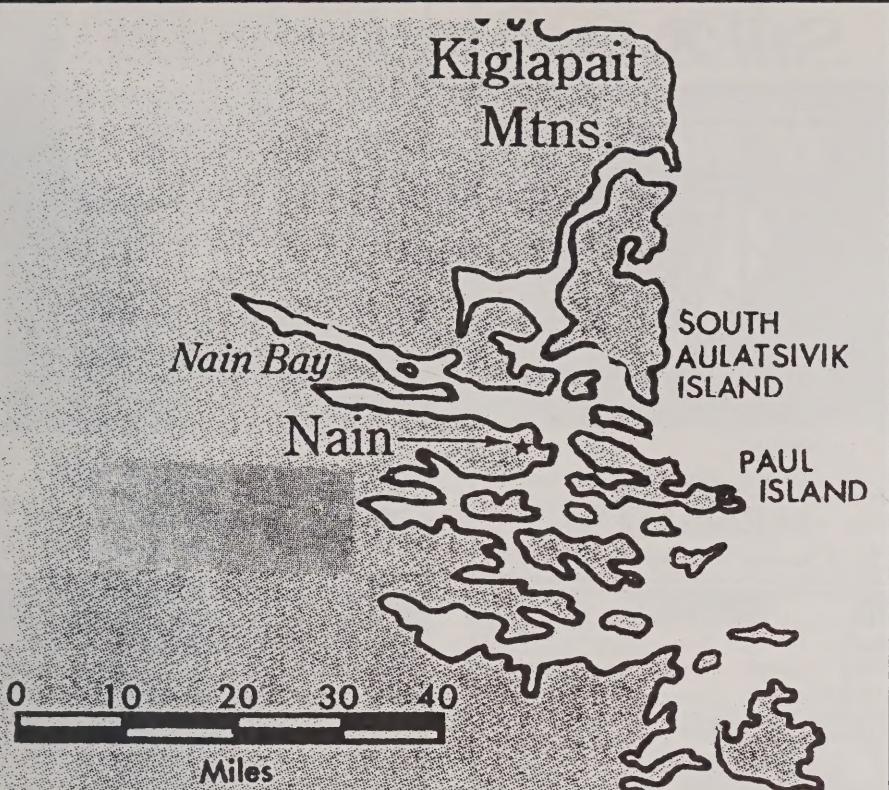
George and Mary Reitze have an Elliott Bay Steam Launch, bought as a kit of the major components, hull, various fittings, boiler with polished brass stack, Stuart Turner engine, drive shaft, prop, etc. George then put this all together, a considerable task, and the result is a lovely classic launch with the modern fiberglass hull totally masked (inside and on exterior seams of deck and cockpit coaming) by wood. The smooth hull is typical of good fiberglass work but does not intrude upon the overall illusion. And, the hydrodynamics of the hull seem to work well, at 5 knots (George has a knotmeter) the wake was practically invisible, the hull, a displacement

type, long and narrow, just split the water quietly and permitted it to rejoin at the stern equally quietly.

According to the Elliott Bay brochure, the traditional hull shape was modified to provide more cutaway of forefoot and skeg to enhance tighter turning ability and trailerability. In the latter instance, the hull weight is said to be about half that of the conventional wood.

Out on the lake at a comfortable 5 knots the engine was making a modest amount of mechanical clatter and George wasn't spending much time adjusting things, one hand on the helm, the other resting on the main throttle valve. Nearby, happily not requiring immediate attention were 17 other valves controlling the flow of water and steam between boiler, condenser, water tank and engine. The six of us aboard fit comfortably around the spacious cockpit, there is more room in this somewhat beamier (than the real oldies present) hull. The seats, floor and vertical staving all the way around the interior were all in teak! "It stands up better to the traffic while still looking good," George explained as he looked at the scattering of sandy grit throughout the craft after two days of taking out the folks for rides.





The Lure of Labrador

Geoff Heath now lives in Vinalhaven, ME where he's settling into married life and onshore work. But over the past five years Geoff has had a fascination with cruising the coast of Labrador in small boats. In 1980 Geoff accompanied Dave Getchell, Sr., then editor of NATIONAL FISHERMAN on such a trip in a specially equipped aluminum outboard fishing boat. Then in 1982 Geoff ended up doing a solo cruise up that forbidding coast in his 16' Wayfarer sailing dinghy when his companion suddenly came down with an internal organ problem and had to abort his part in the trip. That trip was reported on in the September 1985 issue of SMALL BOAT JOURNAL. In 1984 Geoff was off again, this time with a rigid Folbot double and a friend. His comments on this trip follow.

"Last year, Jerry Cinnamon and I took a rigid Folbot up to Nain (Labrador). The idea was to figure out if an adventure cruise similar in nature to Outward Bound could be agreeably done on the Labrador coast.

We steamed up in the usual manner on the coastal boats, first to Newfoundland, then to Goose Bay, where we got hung up five days awaiting the Bona Vista to take us on to Nain. While we awaited the ship we visited local government personnel and determined that there would not be any

great difficulty in establishing the sort of program we envisioned.

When the venerable BV arrived we headed for Nain. We slept in the foc'sl with the eskimos, who love to get drunk and then sing famous top 40 tunes. And they know all the words! One of the best was Me and Bobby Magee, banging through the bulkheads at 2:45 a.m. while steaming north towards Mabbovik. The food on the BV isn't fit for grave robbers and the chain running out through the hawsepipe at some ungodly hour jars the life right into you.

When we finally reached Nain, we lowered over as soon as we loaded our gear onto the Folbot. It was blowing hard and although I had only intended to paddle a short way we got caught in the teeth of a Nain Bay westerly with no way out of a 7 mile paddle to an eventual landing on Hullsbury Island. All this through waves whose tops were blowing off into microcosmic hurricanes.

I was amazed at how seaworthy the Folbot was. I think this boat is not fairly judged by many who think it primitive. The seas were steep that day and we were quartering to gain a landfall and the boat never missed a step. There is something to be said for a short boat like this with a big power package (Cinnamon and I) right in the middle.

The boat's worst feature is its lack of abrasion resistance and the poorly designed deck and skirt. This overall design in upgraded materials would be fantastic.

We paddled around So. Aulatsivik Island, stopping to wait out gales. We went ashore to climb Mt. Thorsby and if the summit register is to be believed, were the first to do so in 26 years.

It seemed as if over most of the trip we finished out each day with a hard paddle straight into the teeth of a local gale. But when we turned south it all eased up and we had a grand, goodnatured passage across Webb Bay and then on to Nain.

With three or four days in hand before the BV arrived and we had to head home, we decided to paddle to 10 Mile Bay on Paul Island. I had looked up this fiord in 1980 and 1982 and it seemed to offer much to the mountaineer/small boater. The weather was fine on the day we paddled over. Although our larder was full of cookies, they were in short supply by late afternoon. We caught all the cod we could ever eat with our fishing efforts, as well as a variety of Holotherms dredged from the seabed with our cod jigger. To our surprise, one specimen arrived on the surface clutching a scallop shell!

This brought to mind the thought of developing a small dredge that could be towed by a double kayak (or two singles) for the purpose of gathering seafood. An idea I've yet to try, but still would like to.

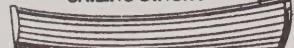
As we explored 10 Mile Bay we were momentarily the object of much attention from a humpback whale that swam under us and viewed us through an eye the size of a grapefruit. We found a lot to look at in the bay. A streambed of Labradorite glistened blue in the sun and sparkles hung in the air. A wall of anthrosite 1300 feet high rising unbroken from the waters of the fiord and without any cracks in its face from bottom to top was fascinating.

Most irritating were the mosquitoes. They were terrible. August and early September are far better months to travel this coast because the bugs have subsided.

We decided that the logistics of trying to run such an outdoor adventure as we had contemplated would be too unattractive. The likely prospects like to step off a plane straight into the adventure, and the five days on the BV would not be found very adventurous. Labrador does not lend itself to the easy access sort of adventurer, it requires riding on the Bona Vista, eating fish and beans and canned peas and carrots and Spam. Labrador is best left to that adventurer with a sense of individual reliance.

FATTY KNEES

SAILING DINGHY

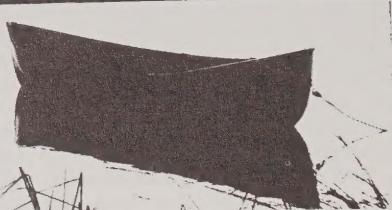


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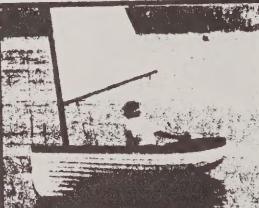
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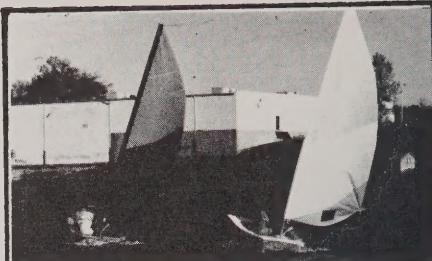
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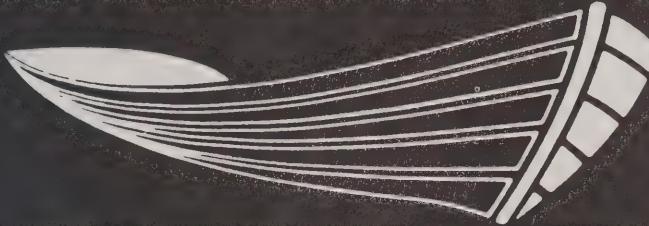
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Six Daysailers Seen at the

THE WOODEN BOAT SHOW



The marketing of small sailboats has tended towards providing some sort of overnight accomodations, how many does the boat sleep? So it was of some interest to me at the Wooden Boat Show in August (yes, this is the last of the articles I've extracted from that event) to see the number of fairly big open daysailers offered. There were six of them that really caught my attention. I do not count the sailing tenders, dinghys, boats for one or two people, but those of sufficient size to carry a party of four or more in some comfort on an afternoon out on the bay. And, for the purposes of this article, I do not include a couple of boats there that were essentially open daysailers fitted out with some sort of cuddy cabin to pursue that marketing trend I mentioned earlier.

The six boats range from 16 to 20 feet in length on deck, and all six have enough room in them for a minimum of four. The price you can pay over this range runs from \$6500 to \$18,500. All the boats appeared to be well built and all have fairly conventional time proven hull and rig designs, none were radical departures from established ideas of what a daysailer ought to be. The cost spread is chiefly due to the degree of elaborateness in construction (that is, how labor intensive), the choice of building materials (type of wood and fastenings) and the complexity and size of the sail rigs.

Top of the group is the new "240 OF WESTPORT", the classic built by the Rockport Apprenticeshop to a 35 year old sketch by the late Bob Baker. This boat is so overwhelmingly a classic, as well as being a very big 20 footer (26 LOA due to the long bowsprit) that it is almost beyond this arbitrary grouping I have established for this article. But, it is an open daysailer with no pretensions at being a "cruising" boat. To overnight on this boat, you sleep on the cockpit floor, there is room. The 240 is a sort of memorial to Bob Baker by Lance Lee and his crew, Lance

turned up the 1949 sketch Bob did (almost just a pictorial rendering of a concept) amongst Bob's papers and just had to build the boat. Bob's stepson Steve, who is a naval architect, developed a set of lines and offsets from Bob's single sheet drawing (done by Bob at age 20) and the Rockport Apprenticeshop crew went to work. I attended the launching at Westport two days before the Wooden Boat Show, where over 300 people turned out, and watching the 240 sail back and forth in the Westport River on its first sea trial was a delight, that big gaff rig, the classic hull lines, the obvious ease of maneuvering. The boat appeared to sail as good as it looked. Bob's widow, Pete, told us how much she enjoyed the sail down to Newport from Westport the next day, certainly she must be predisposed to love this boat, but it must have been a very rewarding experience to savor the realization of a dream a young man put down on paper over 35 years ago.

Moving on down the price scale we come to the "FLEET-O-WING", built by Pert Lowell Co. Inc. of Newbury, MA. Here's another resurrection of a long ago dream in a way, but the original dreamer is still with us, 79 year old Pert Lowell and his father, Marcus, commissioned naval architect Aaege Neilson, then with Sparkman & Stevens, to design this 18 foot keelboat back in 1938, and they subsequently built two of them for the Coast Guard Academy. Then World War II came along, the boat was set aside along with all other recreational pursuits, and then forgotten in the postwar rush to build the firm's main product, the enduring "TOWNIE". In 1984 Pert heard from a person in nearby Amesbury about this old boat frame still in the barn on this person's property, and did he still want it, or should it be tossed out? It was the building mold for the "FLEET-O-WING. Subsequently the plans were chased down in the archives at Sparkman & Stevens, and during this past winter

Pert and son-in-law Ralph Johnson and shop crew Ed Hammer built the first of the boats to be made since 1939, 46 years ago. The new boat was launched at Christmas Cove, ME, in early August at a gathering of Aaege Neilson boat owners, and I had the chance to sail it that day, a real pleasure. The boat has subsequently been mistaken for a Herreshoff design, it does bear some resemblance, but it's not. Like the "240 OF WESTPORT", the "FLEET-O-WING" is traditionally built throughout, but it has a marconi rig, and while only two feet shorter, it is substantially more compact, still with room for six to sail in comfort.

Next down the list in price is Dan Lindrooth's "NIGHTHAWK", the smallest of this group, not only in its 16 foot LOA but also in its volume. Dan decided at the Small Boat Show to build an open daysailer to display at the Wooden Boat Show, so he set his strip canoe business aside and went to it. This boat is a centerboarder with a flat bottom, and is double ended and built of plywood glued up, with teak seats and trim. A totally different way to go from the preceding two boats. Dan did a nice job on his boat, it is beachable and easily trailered, and four can fit comfortably for a daysail. Dan's pitch is low maintenance and convenience, only the varnished spars will need seasonal maintenance in his view, and you can keep the boat at home on a trailer.

Priced right in there with "NIGHTHAWK" is Bruce Malone's "WHITE WINGS", a traditionally built lapstrake 18 footer of British design. Bruce has been building Rangeley boats at his shop in Camden, ME and felt he was ready for a good daysailer design. "WHITE WINGS" is a centerboarder and is marconi rigged. The workmanship on the boat at the Show was impeccable, Malone's boats have that detail perfection that doesn't disappoint you when you get up close. Bruce says the high freeboard and deep draft (board down) contribute

to a safe and dry sail coupled with good performance.

The "BUZZARDS BAY 19" built by the Landing Boatshop of Kennebunkport, ME is probably the most boat for the money amongst this selection. It is almost 19 feet long, is traditionally built with loving care and yet is remarkably low priced. Or so it seems at first. But this boat is a byproduct of a boat-building school, so labor costs involved in building so elegant a craft are not a major factor in the pricing. Care in construction is lavished on every detail until it is done right, because that is the major focus of the shop, to teach how to build correctly. So it's not so remarkable after all that so nice a boat can be had so inexpensively.

Last on the list is the least expensive boat, the enduring "TOWNIE" built by Pert Lowell Co., Inc. of Newbury, MA. While Pert may have digressed to build the above mentioned "FLEET-O-WING" of yesteryear, the "TOWNIE" has been built since 1933 by Pert, and today they are again being built in wood. In past issues we've given this boat some detail coverage, suffice it to say here that while the boat was built as a racing class boat for Marblehead interests originally, and enjoyed much racing favor in the 1950's and 1960's, it now is more suitable as a recreational day-sailer of surprising performance coupled to a high degree of safety and comfort, with room, despite its 16 foot LOA for a very comfortable group of four, or tighter crew of six. In fact, Ralph Johnson says that in a good breeze of wind with six aboard to keep her on her feet, the "TOWNIE" really gets exciting.

This collection of boats at the Wooden Boat Show seems to offer some encouragement that daysailing in open boats is not a thing of the past, that all such sized boats need not be fitted out with "cabins" and overnight accommodations. From \$6500 to \$18,500 here's a wide range of price and product, all of them well done, not cheap stuff. To best compare them overall, I set up the chart on these pages with the major details presented. Helpful for winter dreaming?

Report & Photos by Bob Hicks

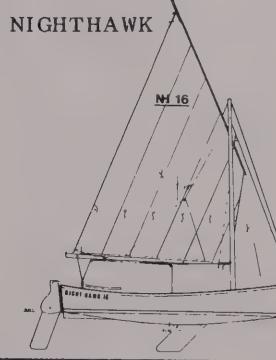
240 OF WESTPORT



FLEET-O-WING



NIGHTHAWK



WHITE WINGS



TOWNIE



BUZZARDS BAY 19



BOAT	PRICE	LOA	LOD	LWL	BEAM	FREE BOARD	DRAFT	BALLAST	DISPLACEMENT	SAIL AREA	CONSTRUCTION	MATERIALS	FASTENINGS	FITTINGS & HARDWARE	BUILDER
240 OF WESTPORT	\$18,500	26'	20'2"	17'4"	7'6"	NA	2'	1200# LEAD	NA	266 SQ. FT.	ROUND BOTTOM CARVEL	CEDAR ON OAK	COPPER & BRONZE	BRONZE	ROCKPORT APPRENTICESHIP Sea St., Rockport, ME 04856
FLEET-O-WING	\$15,000	17'9"	17'9"	14'6"	6'	23"	3'	380# LEAD	1200#	149 SQ.FT.	ROUND BOTTOM CARVEL	PINE ON OAK	BRASS & BRONZE	BRONZE	PERT LOWELL CO. INC. Lanes End, Newbury, MA 01950
NIGHTHAWK	\$9,995	16'	16'	14'9"	5'8"	19"	3'3" (8")	150#	650#	125 SQ.FT.	FLAT BOTTOM PLYWOOD	FIR PLY ON MAHOGANY	EPOXY & STAINLESS STEEL	STAINLESS STEEL	MOBILE MARINE 2924 Orchard Ln., Huntingdon Valley, PA 19006
WHITE WINGS	\$9,900	18'	18'	17'6"	6'	19"	5' (6")	NONE	950#	180 SQ.FT.	ROUND BOTTOM LAPSTRAKE	CEDAR ON OAK	COPPER & BRONZE	BRONZE & STAINLESS STEEL	MALONE BOATBUILDING Barnstow Rd., Camden, ME 04843
BUZZARDS BAY 19	\$8,200	18'8"	18'8"	NA	6'	NA	2'	710# LEAD	1600#	NA	ROUND BOTTOM CARVEL	MAHOGANY, PINE, CEDAR ON OAK	BRONZE	BRONZE	LANDING BOATSHOP P.O. Box 1490, Kennebunkport, ME 04046
TOWNIE	\$6,500	16'6"	16'6"	14'6"	5'9"	21"	2'4" (7")	NONE	630#	152 SQ.FT.	FLAT BOTTOM LAPSTRAKE	PINE ON OAK	BRASS & BRONZE	BRONZE	PERT LOWELL CO. INC. Lanes End, Newbury, MA 01950



Paddling with Chuck

Report by Chuck Wright

Anyone familiar with Woods Hole and its waters knows it is a fascinating place indeed! With the scientific institutions and their ships (Woods Hole Oceanographic Institution, Marine Biological Laboratory, U.S. Geological Survey); the commercial fisherman; the ferries to the islands; and the yachtng activity there is no shortage of activity to observe. Now add to this the famous tides and the lure of the Elizabeth Islands across the Hole and one has one of the most intriguing places to explore in this area.

Although the Hole has the reputation of being a dangerous place for boats (even the local ferries come to grief here occasionally), a little knowledge and planning make it possible to go upon these waters in canoe or kayak with relative confidence. My usual objective is the Elizabeth Islands and to achieve this the first thing one must do is determine the tides. The tides of up to about five knots are created by the fact that Buzzards Bay has about a four foot tide while Vineyard Sound has only about two feet - and they are about three hours out of synchronization.

While a current Eldridge Tide Book will give you flow direction and time of slack tide, I have found it convenient to relate the times of the changing of the tides to Boston high tide so I have only to look this up (I use the Farmer's Almanac): the southeast flood (Buzzards Bay to Vineyard Sound) starts between five and six hours after Boston high tide and the northwest ebb (Vineyard Sound to Buzzards Bay) starts up to one hour before Boston high. This has always been accurate enough for my purposes. My shorthand for this is: B.B. - V.S.: Boston +5(-7) and V.S. - B.B.: Boston +11 (-1). Another interesting but not essential fact is that high tide in Great Harbor, Woods Hole is three to four hours after Boston high tide.

I launch into Great Harbor at the ramp next to the aquarium. Parking is a problem in Woods

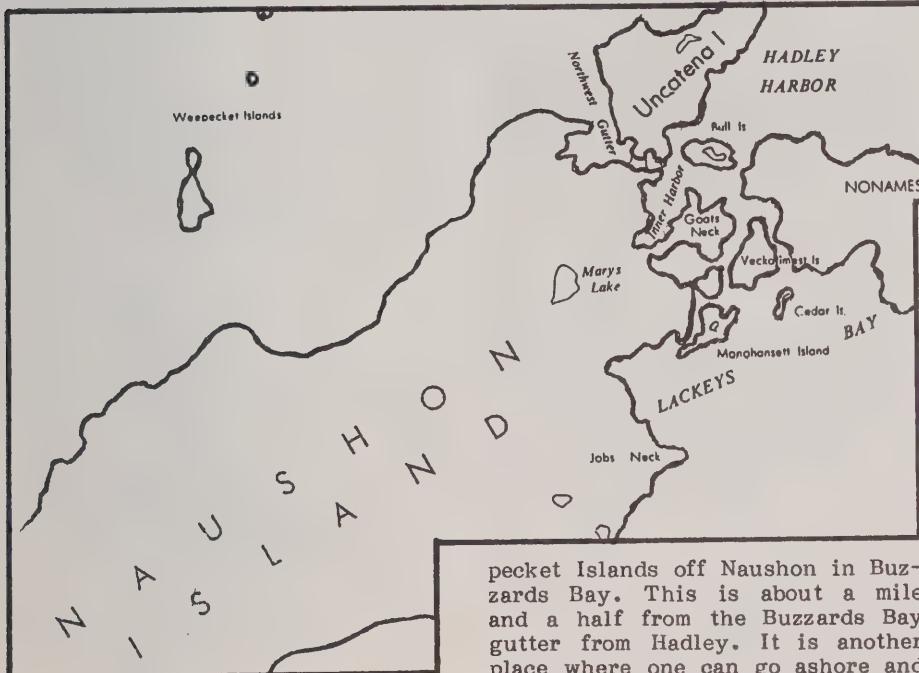
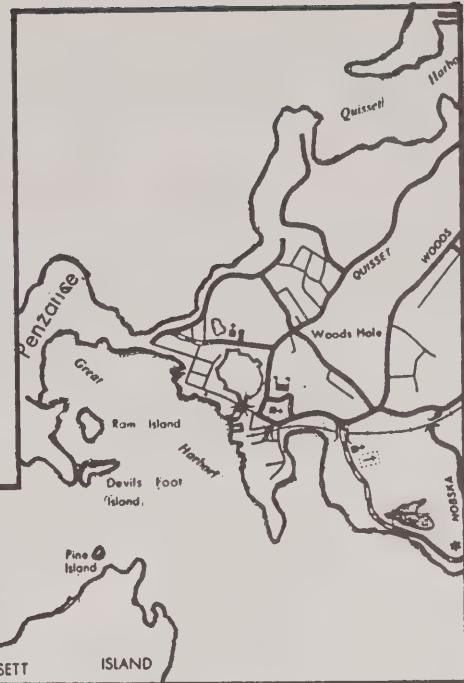


From the top: The shoreline at Hadley Harbor. Portaging the causeway over Hadley Harbor gutter. Paul and Wanda Murphy are regular paddlers.

Hole, especially in summer, and improperly parked cars are apt to be towed, but street parking can usually be found within two or three blocks of the ramp. Hadley Harbor, the sheltered anchorage between Nonamesset, Uncatena and Naushon Islands, should be included in any visit to this area. Always crowded in summer with visiting yachts, it is certainly a beautiful spot; especially for a small boat which can explore its shallow waterways. Hadley Harbor has two entrances (gutters) from Vineyard Sound and one from Buzzards Bay which can be used by small boats in addition to the main entrance from the Woods Hole passage.

and at least two mansions bordering Hadley Harbor. The residents operate a ferry to the mainland - the Cormorant - which berths in Hadley, there are stables bordering Hadley, and one occasionally sees deer on the islands. The islands have a fascinating history as well, including an incident during the War of 1812 in which residents of Falmouth rowed a small boat to Tarpaulin Cove and captured a British man of war. For more on the islands, "Those Pearly Isles" by Harold C. Wilson, 1973, Kendall Printing, Falmouth is strongly recommended.

Another popular spot in summer is the larger of the Wee-



If going to Hadley from Woods Hole on the northwest ebb, I usually cross Great Harbor and go out the gutter between Penzance Point and Devil's Foot Island and cross directly to the main entrance to Hadley. If the tide turns before you return, coming back this same way makes for the shortest route over and back. If, however, the tide is running into the Sound, I will go south out of Great Harbor, round Nonamesset Island on the Vineyard Sound side and use one of the gutters to get to Hadley Harbor. If the tide is too strong against you under the bridges in these gutters, the easiest place to portage is at the causeway between the two gutters. Look for the active Osprey nest here.

The Elizabeth Islands, with the exception of Cuttyhunk and Penikese, are privately owned by members of the Forbes family and coming ashore is generally not permitted. Exceptions to this are Bull Island in Hadley Harbor and Tarpaulin and Kettle Coves on opposite sides of Naushon Island. There are a number of houses on the islands

Weepecket Islands off Naushon in Buzzards Bay. This is about a mile and a half from the Buzzards Bay gutter from Hadley. It is another place where one can go ashore and is popular for its sand beach and good swimming. The little town of Cuttyhunk on the island of the same name at the southern end of the string of islands is a wonderful place to visit. It is seventeen miles from Woods Hole, though, so getting there is a bit of a challenge. A strong tide, however, flows up and down the Vineyard Sound side of the islands which can assist, but watch out for the strong southwest wind which usually comes up in the afternoon - the islands provide little or no shelter from it.

When the air is clear after a cold front has come through, these islands fairly sparkle in the sun and one feels one can truly see forever. A strong northwest wind, however, gives rise to probably the worst condition for a small boat in the Woods Hole passage. Wind blowing into the passage from Buzzards Bay against the tide can stir up rather tumultuous conditions at the western entrance. Add some boat traffic and conditions are set for some paddling pretty sure to get the adrenalin flowing. Be careful.

Perhaps a word on safety when paddling in a fairly congested area like Woods Hole is in order. I always assume that other boats may not see me and make sure I stay clear of them but having a freon horn handy is also probably a good idea. Don't expect a Nantucket ferry to alter course no matter how loud your horn!

If conditions are not fair for crossing the Hole, exploring along the Woods Hole/Falmouth shore can provide a day of satisfying sightseeing. Paddling east from the launching area will take you past the MBL and WHOI docks and the entrance to Eel Pond (worth a look around) to the Steamship Authority ferry docks. Beyond these is Juniper Point with the interesting house often attributed to Frank Lloyd Wright but actually built in 1911 by another Chicago firm copying Wright's concepts. Around this point is Little Harbor and the Coast Guard base. The next point is Nobaska with its lighthouse. Going the other way from the ramp will take you by the yacht club and along the shore of Penzance Point with its exclusive homes. Passing through the gutter at the end of Penzance Point and following the Buzzards Bay shore north about two or three miles will take you to another very pretty harbor. This is Quissett Harbor - which could also be a launching spot. It is about one quarter of a mile west of the Woods Hole road. Take the Quissett Harbor road at the traffic light.

By now perhaps you have gotten the impression that there is several days sightseeing to be done in these waters. This is certainly true and, what's more, with all the activity here, one can be assured of seeing something new each time one paddles here.

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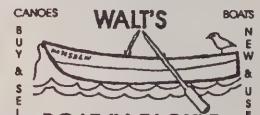
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What's happening...

L. FRANCIS HERRESHOFF EXHIBIT AT MYSTIC SEAPORT

A temporary special exhibit featuring L. Francis Herreshoff and his work is now open at Mystic Seaport in the Mallory Building, running through February 28th. Highlights are original drawings of some of his best known yachts, plans for LIVE YANKEE, WHIRLWIND, SAILSKI, ROZINANTE, LANDFALL, ARAMINTA and the H-28 are on view. Numerous photos chronicle his achievements, and supplementing all of this are various artifacts, models, fittings, paddles, drawing instruments. The exhibit is open during daily hours as part of the regular admission fee. For any added information, call Mystic Seaport Museum at (203) 572-0711.

PRIZE ARTICLE CONTEST OPEN

The 5th annual contest for a prize article for publication in Mystic Seaport Museum's LOG is now accepting entries. A \$500 prize goes to the author of the article accepted for publication during 1986. Subject matter should be original research and use of primary material on biographical, social, political, economic or artistic studies related to maritime traditions. Word limit is 6,000 and the article must be previously unpublished. Entry deadline is December 1, 1985.

Editorial guidelines and an entry form are available from The Editor, THE LOG, Mystic Seaport Museum, Mystic, CT 06355.

MYSTIC MARITIME GALLERY ART EXHIBITIONS THIS WINTER

The Mystic Maritime Gallery, part of the Mystic Seaport Museum Store and open to the public at no charge will have two major exhibits of marine paintings during the coming months as follows:

OCTOBER 13 - NOVEMBER 24: 6th annual juried exhibition of contemporary marine art, over 100 paintings, sculptures and drawings from an international group of marine artists.

DECEMBER 1 - FEBRUARY 16: The Schooner, contemporary marine art depicting the variety of these sailing workboats.

The Gallery is open daily from 9 a.m. to 5:30 p.m.

KNOW OF SOMETHING INTERESTING HAPPENING DURING THE WINTER MONTHS?

If you do, send us a note,



GREAT STEAMSHIP EXHIBIT

A new exhibit marking the 50th anniversary of the Steamship Historical Society of America is open now at Mystic Seaport Museum and runs through February, 1986.

The entire exhibit was loaned to the Museum by the Steamship Society and has not been publicly displayed before. It consists of models, paintings, photographs, film footage, posters and a wide selection of steamship memorabilia. Social comment by photograph is included in photos contrasting steerage class immigrants and 1st class luxury travelers and their accommodations on the great liners of the North Atlantic. The film footage is on continuously running videotape for viewing and includes footage of Lindberg's return to the U.S.A. by ocean liner, with a parade into New York Harbor.

This exhibit is included as part of the regular Museum admission and can be viewed daily from 9 a.m. to 4 p.m.

MYSTIC SEAPORT MUSEUM SYMPOSIUM SCHEDULED

Mystic Seaport Museum will hold the 5th Annual Symposium on Southern New England Maritime History on November 1st and 2nd at the Seaman's Inn.

Featured presentations include the following:

Man, Shore and History, Their Changing Relationship Along Southern New England Waters, by William F. Robinson, author, historian and photographer from Guilford, CT.

The Coasting Trade, by Donald F. Tucker of Fairhaven, MA. Tucker grew up in a family involved in the last days of commercial sail.

New London Whalers in the British North Pacific in the 1840's, by Robert L. Webb of the Kendall Whaling Museum of Sharon, MA.

Coasting to Tortola, Samuel Townshend and the Maritime Trade of Colonial Long Island, by John Baldwin, museum consultant and Geoffrey Rossano, an instructor at the Salisbury School in Salisbury, CT.

A Voyage North on the Edna Hoyt, the Last Five Masted Schooner, by Francis E. Bowker, retired skipper of the Seaport schooner BRILLIANT and veteran of life on large coasting schooners and merchant steamers.

Reservations to attend should be made before October 18 at \$25 fee per person. Contact the Curatorial Dept., Mystic Seaport Museum, Mystic, CT 06355.

CONNECTICUT RIVER TSCA WORKSHOP ON IN OCTOBER

The Connecticut River Oar & Paddle Club, recently chartered as a chapter of the Traditional Small Craft Association, will host a weekend on the water gathering for all interested small craft enthusiasts at their clubhouse at the Seth Persson Boatyard, 18 Riverside Ave., Old Saybrook, CT. Displays and tryouts of various small craft are planned, and owners of appropriate such craft are invited to bring them along. Several short excursions on the Connecticut River nearby are also planned. A \$6 fee for non-members of TSCA or CROPC will be charged (members of either will be asked \$4). A light lunch will be included on Saturday. On Sunday a group cruise to Calves Island for a BYO brunch is scheduled. For further information call Jon Persson at (203) 388-2343.

What's Been Happening...

A ROUNDUP OF READER REPORTS ON HOW THEY'VE BEEN MESSING ABOUT IN BOATS

GLITTER AT THE WOODEN BOAT SHOW

As usual, the thought of a boat show immediately took hold of my brain and I couldn't wait until this particular Saturday arrived.

I drove to Newport from Stonington, Connecticut wondering what this year's show would have in store for the likes of me. Would there be so much varnish and glitter? Would I see friends there? Maybe even one or two from my neighborhood. This year I had decided to do it on my own and see what happened.

As I entered the show I realized I was ready to find an answer to some universal question. What was the answer? What was the question? I didn't know the answer to either question so decided to look around and see if anything popped up.

Well, there it all was. Beautiful boats with a mob (seemingly) of

people selling peripherals under the tent. The Beetle Cat was there looking as pretty and inviting as ever. (Later I saw her bouncing around in the morning Northerly and managed to get permission to take her out sailing.) Irresistable, especially when the afternoon Southerly came up and there was a good breeze in which to let her romp.

Looking around...the answer struck me!! It was in the form of not one, not two, but three boats built by the Rockport, Maine Apprentice Shop. Why these boats? Because there was no varnish on them. The wood which was left natural was finished with some sort of oil. They looked wonderful. At last, honest boats on which one could see the construction and the beautiful grain of the wood. No fancy, high gloss varnish that is supposed to bring out the wonderfulness of the wood but that actual-

ly, to my mind, makes the wood difficult to see because of the glitter and shine in the sunlight.

There they were...the answer. So, what was the question? The question was: when are people going to put the funk back into boats? Now, this may seem like a strange word to use, depending on your generation, but after thinking about it for awhile I decided that what the word really means is: IMAGINATION. All the glittering, shiny, varnished boats have gotten to be monotonous. When would someone have the imagination to hit the right combination of good construction, nice materials, and finish which does not detract from the essential goodness of the boat? That was going to take some doing.

These three boats (the Susan skiff, a Swampscott dory, and the gaff rigged sloop TWO FORTY) had the necessary credentials.

Then, I started to look more closely at the other boats on display. The painted Beetle Cat with all her traditional loveliness and simplicity (admittedly with a varnished coaming and superfluously varnished rub rail). Thomas J. Hill had two Sairy Gamps on display, one of which was at least half painted. Westport Boatworks had a nice, tough looking, painted, cross planked skiff. The Parker River Marine people had a Cat Schooner with the trim and house oiled instead of varnished. And there was the Sloop Imagine also with oiled house trim.

So, it looks like the funk is coming back into the boat scene. Well built boats with nothing to hide and finishes to make them honest. Not afraid to take their occupants out into the dangers of rocks, docks, other boats and the abrasive beaches. Now the public can choose a boat instead of some highly finished piece of furniture which will get "hung by the mantle" instead of being used.

Having discovered the answer and the question I felt liberated and at the same time a sense of hope for the lovely things which bounce us over the waves and fill us with the joy of wind and movement.

I will return to this show next year to see if this has held up so that the public can choose an honest boat that is not obscured by a lot of shine and glitter.

3RD ANNUAL NEW MEADOWS CRUISE



August 18th provided perfect weather for this Alden Ocean Shell Association event, organized near Brunswick, ME, by John Chandler, Jr., Bill Trafton and Bill Brown. 14 Alden singles, 1 Alden double, and 2 Martin Trainers took part in the 6 mile cruise/race at the headwaters of the New Meadows River on Casco Bay.

The finish was tight with 69 year old Fred Peterson just edging

49 year old Hargy Heap by one second on corrected time. Hargy did turn in the overall fastest elapsed time of 1:00:48 to Fred's 1:06:09. Ginny Trafton topped the women's group in 1:12:07 and was 6th overall on corrected time. Another outstanding performance was that of 13 year old Caitlin Dowe, she turned in an elapsed time of 1:10:47 for 10th overall!

THE GREAT ST. LAWRENCE RIVER SKIFF RALLY



The Great St. Lawrence River Skiff Rally weekend brought a small group of enthusiasts to the Shipyard Museum in Clayton, NY, on July 20 & 21 for two days of "skiffing". In addition to rowing and sailing skiffs, participants discussed the evolution of the St. Lawrence Skiff and its particular quirks as a sailboat, as well as the maintenance and restoration of these boats.

Saturday morning began with an historical survey of skiffs on the river led by Bill Rueckert of Grindstone and Genesee, NY. Cleveland E. Dodge, Jr., discussed sailing techniques, demonstrating maneuvers with AUGUSTA MANN, a 22' Colon skiff recently donated to the Museum by Alice Boyer.

The annual sailing races for the Ellis and Cherokee Cups were held Saturday afternoon in a perfect wind. The Cherokee Cup for 22' skiffs was won by Cleveland E. Dodge, Jr., of Wild Goose Island while Morgan Rueckert won the Ellis Cup for 18' skiffs.

On Saturday evening, the Trustees hosted a Traditional Shore Dinner on the Museum grounds for Skiff Weekend participants and friends of the Museum. Salt pork and onions, perch fillets, fresh salad, french toast and maple syrup, melon and coffee were enjoyed by young and old, fishermen or not. Head chef was Trustee and fishing guide Mort Collins who was assisted by other Trustees.

On Sunday morning the weather again cooperated for the Great St. Lawrence Skiff Rally. Three boats competed in a rowing scavenger hunt around French Creek Bay in search of flotsam and jetsam appropriate to the River, the Museum and the skiffs. Driftwood, a lost bumper, the NEW YORK TIMES and

Bartlett pears found their way into the treasure boxes.

In addition to collecting the most loot, the winning team had to complete the course and return to the Museum as near as possible to an arbitrary time chosen by the Race Committee. General guidelines were given but the scavengers were pretty much on their own.

The winners were clearly the sister and brother team of Martha and Jonathan Wingerath, who came home only two minutes off the secret time of one hour and twenty-five minutes, and with the most plunder. Their reward was a treasure chest filled with more desirable loot, built by Ray Couch of Clayton. Their names will go on the "Skiff Rally Oar" which will be mounted in the Pauline Morgan Dodge Skiff House amongst the Mu-

seum collection of these craft.

On Sunday afternoon the participants gathered in the Skiff House to discuss skiff maintenance and restoration with several accomplished boatbuilders. Jack Walker from Smith's Falls, Ontario, brought one of his beautiful skiffs built using modern techniques. Charles Wingerath of Clayton was on hand to discuss his experience with skiff building and Everett Smith of Parishville, NY, contributed his expertise in the area of restoration.

The weekend was a pleasant sharing of a love for the River and its only indigenous craft amongst aficionados. The Museum encourages those who love the St. Lawrence River Skiff to attend this event in 1986.

ABOUT THOSE TUGBOATS...

Don Staples of Falmouth Fore-side, ME, is a reader and also happens to be Chief Engineer on the seagoing tug AMOCO COLUMBIA. He writes as follows on our earlier story on the Tugboat Muster in July in Boston Harbor:

"I enjoyed the articles on the Tugboat Muster very much but would like to comment on some technical mistakes. The SEA ROBIN was probably not the biggest boat on hand because, as a former engineer on her, I believe the SHEILA MORAN at 126' long and with two

2150 hp engines, and a tonnage over 200, is bigger.

Neither is as large as my present tug, the AMOCO COLUMBIA is 128' long and has 5800 hp. We run down south, but her sister ship, AMOCO RICHMOND runs into Chelsea Creek fairly regularly.

Belcher Towing of Miami has a really big tug with about 13,000 hp and some European firms run tugs with close to 20,000 hp.

Hope you don't mind this correction but I had to come to the aid of one of my old boats."

WHAT HAVE YOU BEEN DOING, MESSING ABOUT IN BOATS? We'd like to hear, to bring your story to our interested readers, just as the preceding stories have been. Don't be bashful about your adventures, however modest. Someone out there in our readership will enjoy your tale. Send your news to: BOATS, 29 Burley St., Wenham, MA 01984.



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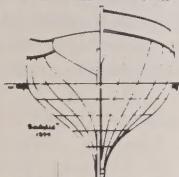
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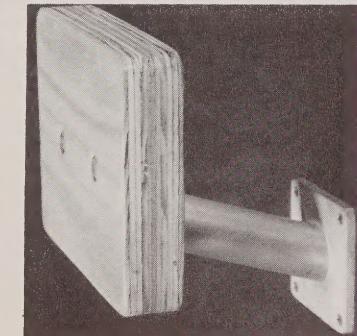
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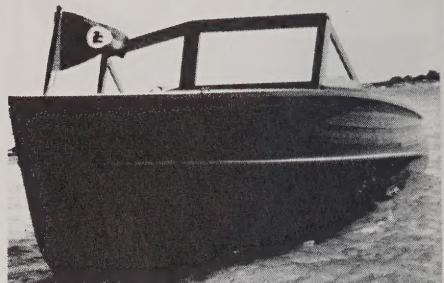
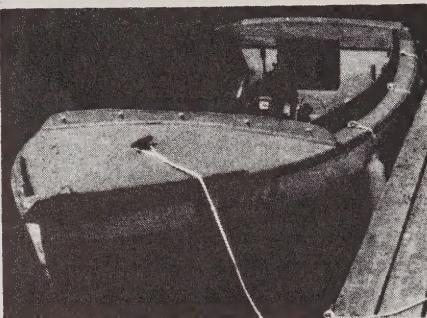
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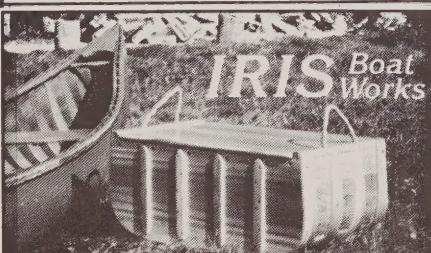
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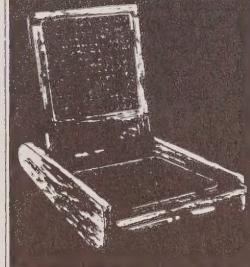
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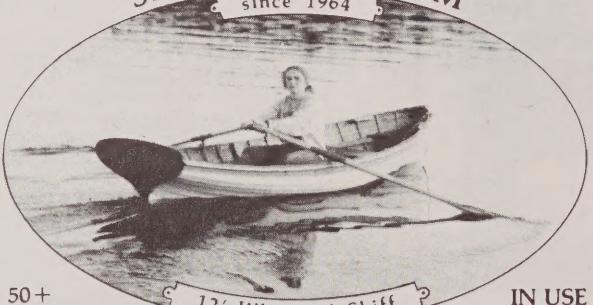
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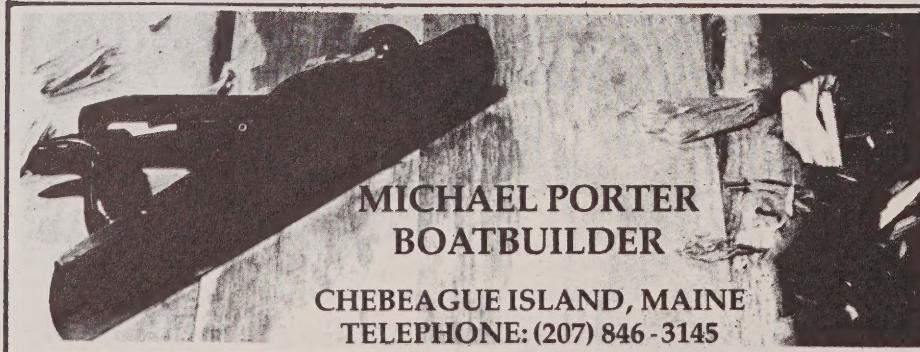
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